

Miscellaneous News.

The Mail Difficulty.

OFFICE SOUTH CAROLINA RAILROAD CO.
DECEMBER 11, 1854.

Messrs. Editors: As our mails will soon be transformed from the Railroad to Stage Coaches, the public will naturally inquire as to the reasons which have rendered the measure necessary. It might be inferred that the Railroad Company has committed some wrong, or made unreasonable demands upon the Post Office Department, which forced the withdrawal of the mails from the Railroad.

As the representative of the company, I feel it my duty to state that the change in the mode of transporting the mails cannot be attributed to any action on our part. The pretext upon which the change has been made, is that the compensation required by the company is excessive. But the price claimed by us is the rate fixed by the contract made between the former Postmaster General and the former President of the Company, near four years ago. The only increase claimed being for service on the portion of the road between Branchville and Columbia, upon which there has been a more than proportionate increase of service; and which has been acceded to without objection. This was, in effect, an admission that the compensation was just, and it is too late now, by an afterthought, to open the question again as to its reasonableness.

We therefore submit the facts to the public, with the full assurance that the course pursued by the company will be approved, and here-with publish the last correspondence between the Department and the Company.

JNO. CALDWELL, President.
At a meeting of the Board of Directors of the South Carolina Railroad Company, held in Charleston on the 13th November 1854, the following resolutions were unanimously adopted:

Resolved, That this Board receive with satisfaction from the Post Office Department the proposal to pay the account of this company for transporting the mails up to the 30th of September last, according to our own statement.

That this Company never required anything more than the pay stated in the letter of Mr. Friserson, of August 19, expressing the terms on which we agreed to the change his schedule made on the 1st February; and we now agree to receive the sum at 17,920.98, being the balance of account due, stated on the basis of the agreement above named.

That this Company will accept pay at the same rate for the service since the thirtieth of September, and up to the 1st January, 1855, to wit: \$237.50 per mile per annum between Columbia, Augusta and Charleston.

That this Company will contract to carry the mails after the 1st January, and until the 1st July, 1855, on the same terms as above stated for the same service and schedule as at present.

J. R. EMERY, Secretary.
POST OFFICE DEPARTMENT.
Contract Office, Nov. 21, 1854

Sir: The Postmaster General instructs me to communicate to you the terms on which he proposes to continue the mail service on your railroads after the first of January next. Agreeable to the provisions of the nineteenth section of the act of Congress approved third March 1845, the routes from Kingsville by Branchville to Augusta, where the great mail is conveyed, are regarded as belonging to the first class, on which the maximum pay is two hundred and thirty seven 50 100 dollars per mile per annum for single service. The routes from Columbia to Kingsville and Charleston to Branchville, where only the local mails are conveyed, as belonging to the second class, on which one hundred dollars per mile is the maximum pay. Accordingly you will be allowed one hundred dollars and thirty seven 50 100 dollars, in addition to your present contract pay, for the distance between Kingsville and Branchville; one hundred dollars, as per contract, between Branchville and Columbia; and one hundred dollars per mile (instead of \$237.50) between Charleston and Branchville; being the rates fixed by the law referred to. The pay between Augusta and Branchville to stand unchanged.

Please to inform me at your earliest convenience, whether or not you accede to these terms.
I am, sir, respectfully, &c.,
W. H. DUNDAS, 2d Asst. P. M. Genl.
JOHN CALDWELL, esq., President South Carolina Railroad Company, Charleston, S. C.

OFFICE S. C. R. R. COMPANY,
November 25, 1854.

Your communication dated 21st November inst., has been received. You propose to us to transport the mail upon our road from Kingsville to Augusta, at \$237.50 per mile, and from Charleston to Branchville, and from Kingsville to Columbia at \$100 per mile. I must decline to accept these terms. The Board of Directors have agreed to carry the mail after the first of January to first July, at the rate of \$237.50 per mile per annum, from Charleston to Augusta, and at the same rate per mile from Branchville to Columbia. Upon these terms we will continue to perform service as we have hitherto done. This offer was made in the resolutions transmitted to the Department under date of the 13th November inst., and now in reply to your letter renew it. I am not aware of rule by which you distinguish between a local mail service and a great mail service. On the part of the road upon which we carry what you term local mails, we perform a larger service than upon the other portions of the road. From Charleston to Branchville four trips are made daily by mail trains, or twenty-eight trips weekly; Between Kingsville and Columbia we make three trips daily, one of which sends forward the Northern mail five hours in advance. While from Kingsville to Augusta there are only two trips a day performed, or fourteen trips per week. The mail from the city of Charleston we think cannot be termed a local mail. The business of the city itself, with its extensive postal connections, constitutes a large mail service, and the Havana and Key West mails also pass over our road from Charleston to Branchville. We therefore cannot accept the rate of compensation you propose for the service upon our road. Respectfully,

JOHN CALDWELL, President.
W. H. DUNDAS, 2d Asst. P. M. Genl.

A model return upon a writ was recently made by a Deputy Sheriff in Morgan County, Indiana. It was a case of a woman who was not with child, but was so treated, that I could not see it.

Interesting Letter from France.

Letter from an intelligent and highly respectable American sojourning in France.

PARIS, November 23, 1854.

The affairs at the East are anything but satisfactory, both as to actual condition and prospects. They are much worse than appears in the published accounts, both official and private. The losses of the Allies are fearful, particularly in the British army. The Russians single out the latter in their attacks; avoid as much as they can the French; speak well of the latter, and disparagingly of the former.

A general belief already prevails that the Allies must soon sound a retreat, when the Russians will act with great vigor, and I shall not be surprised to see a second Moscow. There is no sea in the world worse than the Black, which its name indicates. The fleet which soon return to Constantinople. How it can do so without bringing back the army, or protecting it to Varna, no one can tell. If the latter movement is attempted, the losses will indeed be dreadful, as the Russian army is already rather superior in numbers, and will soon be very much so, as they are receiving large reinforcements, and are much encouraged by the presence of the two sons of the Emperor, which convinces all that their danger was not near so great as represented by the English papers.

France is sending forward very large reinforcements. Forty thousand men are embarking at Toulon and Marseilles, with battering and siege artillery, which is a proof they do not expect to take Sebastopol this season; and they are sending also munitions of war in quantities as if for another Russian campaign like that undertaken by the great Napoleon. So pressing is the call for reinforcements that the private steamers in the Mediterranean are chartered at very high rates and sent off as fast as they arrive in port with from 400 to 1,000 troops each, besides as many munitions of war as they can carry.

The best blood in England is being poured out in the Crimea, and their losses, as well as those of the French, are frightfully severe. Well-informed persons assert that, including the ravages of the cholera, the Allies have already lost 50,000 men since they entered the Black Sea. The expenses are appalling. A new and heavy loan must be made in this country, and a new conscription on a large scale, which I fear will create great dissatisfaction.

The Russians will soon have on their side that most dreadful, unfeeling, never-sparing, all conquering general, Winter—icy winter. The Allies will suffer dreadfully—misérable tents, not even rain-proof, for their winter tenements, and with almost impossible roads; and if they commence a retreat it would be as fatal as that of 1812 from Moscow. If they even took Sebastopol they could not retain it, and could only destroy the city and fleet and then abandon it; for the greater forces dominate over and command the town, and against these forts far attacked are only those in advance.

Originally, the Allies only intended to protect Constantinople. They did not intend to invade the Crimea. But the want of success in the Baltic, and the failure of the Russians before Silistria, induced them to attack Sebastopol, which they thought would be an easy and a valuable conquest. They could have done more against the Russians on the Danube. The victory of the Alma was like that of Phryx over the Romans. Now, the Russians are receiving their reinforcements by tens of thousands—and it is only the beginning. It is, I fear, but the prelude to a general war over all Europe, which will convulse the civilized world—destroy thrones, create new kingdoms, ill-roy and momentary republics, vandalism, taxes, loans; paper money, general distress, and ruin and horrible carnage. Hoarding of gold has already commenced, both in Great Britain and on the Continent.

Russia virtually is inaccessible. No Power or Powers can enter and remain on her ice-bound and snow-covered territory. She says to the world: "Come with a small force and I will overwhelm you; come with a large one, and you will overwhelm yourselves." Suppose Cronstadt and Sebastopol both were to fall, of what consequence would it be to Russia? Not so serious a loss as the bombardment of New York in case of a war with England or France. The above two fortresses could soon be rebuilt. There is no wealth in either as in New York. True, the capture of these places would destroy the Russian fleet, which England greatly desires, for fear at a future day, it might join that of France against her. This, in reality would be a loss to France. Russia, however, has all the resources and means to rebuild her fleet in a very few years, even if it were thus destroyed. The fleet, however, will not be destroyed, and if England calculates on the capture, next spring, it will result pretty much as it did with Sir Charles, when he said that in fifteen days he would be in Cronstadt or Heaven. His chance, at any rate, for the former, was and is very remote; I venture no opinion as to the latter.

Prince Napoleon, the heir to the throne, has returned to Constantinople, owing, it is said to ill health. I see but little in this contest to interest the feelings of an American in the success of either. There is something for him to regret and something the contrary, whichever may be the victors. The above details are merely given as matters of fact or of opinion, and not as indicating either my hopes or wishes. The cause of humanity, I think, would gain, or rather would suffer less, by the present success of Allies; for if they are now foiled the pride of these two proud nations would be thoroughly roused, and a renewed attempt to capture Sebastopol would be made next season by a force, if necessary, of 200,000 men or more, which would be met by corresponding exertion on the part of Russia, and result in a carnage to which even the wars of Napoleon afford no parallel.

The interior position of France is satisfactorily in all its branches of production except the wine crop, which is a most serious evil. Hopes, however, are entertained that it will not be a long-continued scourge; for, on examining the records, it appears a similar and equally extensive disease prevailed with the vines about two centuries since, which, after great injury to several successive vintages, passed off without leaving any permanent injury to the cultivation of the grape. In the mean time the price of wine has advanced very greatly; the commoner kinds fully threefold, the finer qualities not in the same ratio. The price must advance proportionably in the Uni-

ted States, where French wines will rule very high during the next year.

This war, however, if it continues, must very soon seriously affect the industrial interests of the country in various ways. The enormous foreign expenditure which is unavoidable in conducting such a war at a distant point, and on foreign territory, will make itself felt in the monetary affairs of the nation, and with still greater force in England, where their commercial and financial systems are much more artificial and gaseous than in this country. The specie basis here is so very large that a suspension is improbable; but not so in England, where a panic and a run on the bank may be readily produced by outward events, or by the course of trade and their present heavy foreign outlay, which is already diminishing the specie in the bank, notwithstanding the continued and heavy influx of it from America and Australia. Both nations, also, must eventually resort to loans of large amounts to furnish "the sinews of war." Heavy, very heavy clouds now rest on the European future.

The Ten Buildings.

This is the name given to a very splendid row of business houses now on the eve of completion, and which are, from their outward appearance as well as interior arrangement, destined to become a conspicuous feature in the mass of fine buildings on Fourth street.

The Ten Buildings have a front on Fourth street of two hundred and fifty-four feet and six inches. They are bounded on the south by Locust street, running to Vine street where it terminates with Fourth. The first six buildings commencing at Locust street, in front of Old Fellows Hall, are owned by James H. Lucas, esq., and Mrs. Ann L. Hunt, and cover 152 feet 8 inches of ground. The width of each of the stores is 24 feet, and they are 122 feet deep, to an alley or court. The next two are owned by Mr. Wm. M. Morrison, and have a front of 24 feet 10 inches each, and occupy 52 feet 6 inches of ground. Next to these, are two stores belonging to the heirs of Geo. Collier, having nearly the same front as those last named. These buildings are full four stories high. The height of the first story is 14 feet; the second story 11 feet 2 inches; third story 10 feet; fourth story 12 feet. The main height 36 feet; to the top of the middle circular tympanum 66 feet. There are cellars under each store, with coal vaults and water closets, and sewers running through all, to carry off surface water. Fire proof safes are built in each store. Stairs run up in the middle of each store, and are built in the most approved style. Each of the centre stores is illuminated by sky lights, 12 by 15 feet. In the rear of the stores owned by Mr. Lucas and Mrs. Hunt, there is a wide alley, well paved with stone, and intended to receive goods of every kind. In the rear of the other stores is a six foot alley, also paved. All the stores are supplied with gas pipes, and water, and no convenience which experience has suggested will be found wanting.

The walls of these buildings are of the most substantial character, and the floors, joists, &c. are designed to be so strong that nothing can give way. The plastering of the interior is good, and as the tenements are occupied they will, no doubt, be fitted up in a style to correspond with the magnitude of "the Ten Buildings."

The Fourth street front presents an appearance which will at once attract the attention of every passer by. It is plain, but a very imposing style of beauty—nothing ornate, or opposed to the most critical taste. The three circular tympanums at each end and the centre of the row give a finished style to the whole front. The proprietors have had the good taste to adopt the "mastic" finish, laid off in blocks of stone for the entire building; and when the scaffolding is removed, and every thing arranged, we feel assured that no such row of buildings can be seen in the West, if they can be found in the United States. It is only justice to add, that Mr. Rumbold was the Architect and Superintendent, and Mr. I. D. Baker the builder of this fine row of houses.

We presume these stores will soon be occupied. One of them, at the corner of Locust and Fourth streets, has already been leased by Wilson & Cooper, the successors of T. S. Rutherford & Co., in the fancy Dry Goods business on Market street. These gentlemen will have the entire fitting up of the store, and they propose to make it one of the most unique and fashionable houses in the city. Their present stock will be exhausted as rapidly as possible, and at a very early day they will be inducted into their new quarters, with new goods, arrayed in the most attractive style, and we may reasonably expect to see many new customers added to the number of their friends.

St. Louis Republican.

A REMEDY FOR ABOLITION.—The St. Louis Intelligencer of the 13th inst., discusses at some length the evil of slave stealing, to which Missouri is in an especial degree subject, and proposes as a remedy for the mischief such an additional supply of negroes as will at once satisfy the wants of the Abolitionists of Illinois, and of the planters of Missouri. The editor concludes his article thus:

"There is one mode only of meeting this difficulty. Abolish the existing laws against the slave trade, and regulate it henceforth and license it. The poor barbarians of Africa will be vastly benefitted and thoroughly Christianized by the operation. In fact it is only through slavery that the African has ever had a ray of light, of reason, or of religion poured into his darkened mind. It was the penalties against the slave trade that made it horrible. Make it legal and respectable, and then we can have plenty of niggers for our own use, and can spare to Chicago as many as her citizens wish to steal."

We are in earnest about this matter, and wait with impatience to hear what our Douglas and Atchison Nebraska bill friends will have to say about it. Will they have the courage to get on our platform and be consistent with themselves, or not?

INCREASE OF PAUPERISM.—At the last stated meeting of the Guardians of the Poor of Philadelphia, the house agent reported the census of the Almshouse population at 2166 persons, being an increase of 293 over the number of inmates at the parallel date of last year, when the total was 1,873. During two weeks the number of admissions was 250, and the number of discharges 108.

Dr. Thompson, who has been so long on trial at Lynnhurgh, Va., on a charge of having murdered Miss Pharr, is reported to have been acquitted.

THE WAR IN THE CRIMEA.—We have received, since our last, full details of the terrible battle of the 5th October, which so far disabled both parties that no active operations were undertaken by either up to the date of our latest advices. There is nothing on record in history more terrible than the battle of Inkermann, and although the reports of the allies give it the character of a great victory, the details do not justify this pretension. They held their ground, but in no case were they able successfully to pursue an advantage. It must, therefore, be considered a drawn battle, in which the Russians attained the vital object of so far disabling the allied force as to stop the operations of the siege, and the latter successfully defended their entrenched position.

The English accounts record it as something unheard of, that in the battle of Inkermann they crossed bayonets with those who could use that weapon as bravely and strongly as themselves. This pretension is simply ridiculous, and it is very proper that it should be exploded by a people that the British public have been taught to look upon as imbued and contemptible antagonists, from the very commencement of the present war. If they had looked over the records of their wars with the United States, they would have found plenty of instances in which the bayonet had broken their own ranks, instead of being the instrument of their triumph.—*Charleston Mercury.*

HOW A SIEGE IS CARRIED ON.—The first object is to establish a body of men in a protected position within a certain distance of the place attacked, or, in technical language, "to open the trenches." The trench, as its name implies, is an excavation forming a kind of sunken road in a direction parallel with that of the enemy's fortifications, and of such dimensions that troops and guns can move along it at pleasure. The earth of this road is thrown up on the side towards the town, so that a bank or parapet is raised for the further protection of the troops in the trench. At the most favorable points of this covered road batteries are constructed, which open upon the works of the place, and when sufficient advantage has been obtained by their fire, a second trench parallel to the first, and connected with it by a diagonal cut, is opened at a shorter distance from the town, and armed with fresh batteries, which go to work as before.

This process is again repeated, and the "approaches" as they are termed, are pushed forward by successive "parallels," until they are carried up to the very walls of the place; which by that time have been "breached" or battered down at this point by the besiegers' guns. Then comes the period of the "assault." The troops advance in strong columns from their covered road, rush through the breach, and take the town. The best chances for the defence consist in difficulties of the ground, which may either be so rocky as to prevent the execution of the approaches, or, as it is often the case in Flanders, so exposed to inundations at the command of the garrison that the trenches may at any time be put under water, and the besiegers swamped at their post. If the garrison too is very strong, it may make successful sorties, fill up the trenches opened by the enemy spike their guns, and greatly delay the approach of the batteries to the walls of the town. In the absence, however, of any such impediments to the works, it is perfectly understood at the present day that every place however strongly fortified must ultimately fall.

TREASURY ESTIMATES.—The estimates of the Secretary of the Treasury of the appropriations proposed to be made for the fiscal year ending June 30, 1855, are for civil intercourse, courts and public buildings, \$9,700,644; naval establishment \$14,833,000; army proper \$10,136,127; fortifications, ordnance \$2,632,045; steam mail service \$1,406,650; interest on public debt \$2,934,411. But adding existing appropriations of a permanent and indefinite character, we have a total amount for the year ending June 30th, 1856, of \$60,667,833.

ARRIVAL OF DR. HINES.—This distinguished individual arrived in town this morning from Baton Rouge, where he has been residing for the past year in compliance with an urgent and pressing invitation from twelve respectable citizens, backed by the persuasive eloquence of Judge Robertson. The doctor does not appear to be any the worse for his sojourn in the State capital, and manifested considerable curiosity to see Vanuclui's statue of him, which is said to be a capital likeness, so good indeed, that most persons on seeing it involuntarily clap their hands on their pockets. As soon as he arrived he reported himself at the office of the Chief of Police, which was considered on his part, and saved the officers some trouble. We understand that he has written an autobiography of himself, which, if a truthful record, must equal in interest that of the great Barnum. He is desirous of publishing this, and we are confident that this simple intimation will set all the Northern publishers on the qui vive. Send in your bids gentlemen.

N. O. Picayune.

DREADED ACCIDENT.—About a quarter before 12 o'clock last night, one of the boilers at Chisolm's Steam Rice-Mill, at the foot of Trad street, exploded, completely demolishing the boiler house, and badly scalding a number of Raft hands that were sleeping in it. A hole was knocked through a brick wall into the Engine room, but the Engineer, Mr. Dougall, though covered with fragments, escaped uninjured.

All the hands connected with the Rice Mill, we believe escaped unhurt. The boiler that exploded was an old one, and the Engineer, who, we understood had just come on duty, was of the opinion that it was occasioned by a deficiency of water.—*Charleston Mercury.*

A GUANO ISLAND has been discovered near St. Thomas, and the N. Y. Evening Post has been informed of the discovery of another island, with at least a million tons on it, the locality of which is yet a secret. Measures are now taking for the organization of a company, to bring the guano to market. We hope it will make the article a little cheaper and more accessible to the American farmer.

MANUFACTURE OF PAPER.—It is stated says the Baltimore Sun, that a company is shortly to be formed in New York city for the manufacture of paper from saw dust and shavings. Experiments have been gone into, and some of the most beautiful paper made from these materials. It is estimated that saw-dust can be purchased for \$5 per ton, and that the process through which will go in the production of paper will bring the price of the latter down at least twenty per cent.

The Camden Weekly Journal.

Tuesday, December 23, 1854.

THO. J. WARREN, Editor.

Wanted at this Office,
A JOURNEYMAN PRINTER. One who understands Job and Press work, will receive a permanent situation from the 1st of January next.

HEADQUARTERS.

COLUMBIA, Dec. 18th, 1854.

GENERAL ORDERS, No. 1.

The following gentlemen have been appointed Aides-de-Camp to the Commander-in-Chief, with the rank of Lieutenant Colonel. They will be obeyed and respected accordingly:

E. B. Bryan,
S. R. Gist,
W. P. Duncan,
J. R. Smedley,
J. Glover,
J. Dunwoody, Jr.,
W. J. Grisham,
J. H. Marshall,
R. H. Means,
T. B. Clarkson.

The Aides-de-Camp above named, will equip themselves and report for duty, either personally or by letter, to the Adjutant and Inspector General, at 98 Depot, South Carolina, by the 5th day of February next. The members of the General Staff, attached to the Commander-in-Chief, are also required to report as being equipped as the law prescribes.

If either of the above named Aides-de-Camp, or of the General Staff, should neglect to report as above required, it will be deemed a refusal to accept, and the vacancy will be immediately filled by another appointment.

By order of the Commander-in-Chief.

R. G. M. DUNWOODY,
Adjutant and Inspector General.

Resigned.

Thomas Baskin, Esq. has resigned the office of Sheriff of this District. An election for a successor is ordered to take place on the 23d day of January next.

Snow.

We were visited on Tuesday night by a slight fall snow. The weather has since been very cold.

Hogs.

Several droves of hogs arrived in town during the week, some of which were sold at 63 and some at 6 cents gross.

Acknowledgements.

Hon. A. P. Butler and Hon. J. L. Orr will accept our thanks for their favors.

Fruit Trees.

We call attention to the advertisement of Mr. Liles in another column. We have seen recommendations from some of the first men of his County, who have purchased his Trees, and the low price at which he offers to deliver them, should be an inducement for his encouragement.

Columbia Insurance Company.

In consequence of heavy losses recently sustained by this Company, the Stockholders, at a meeting on Saturday determined to suspend business for the present, and to pay out no more money until further notice.

Executive Appointment.

Col. BEAUFORT T. WATTS has been appointed Secretary to the Executive Department.

Bank of the State.

The Legislature on Tuesday, unanimously re-elected C. M. Furman, President of this Institution. The following gentlemen have been elected Directors: Thomas Leche, W. C. Dukes, A. Simonds, H. F. Strohecker, J. H. Steinhilber, F. Lameau, L. W. Spratt, K. Simmons, C. J. Colcock, J. P. Devereux, P. M. Cohen.

Major General's Election.

The following is the result of the election held on Wednesday last, for Major General of the Third Division S. C. M., as far as heard from:

	Chandler.	Aiken.
Camden.....	41	7
Columbia.....	42	14
Chesterville.....	3	43
Winnsboro.....	4	52
Blackstock, (Cavalry).....	0	37

At Camden, the Managers marked 7 of the votes as illegal. Of these there were 2 for Chandler and 5 for Aiken.

The Mails.

We learn our Charleston exchanges that the Post Master General has determined to take the Mails off our rail road on the first of January next. The Mercury says that a contract has been entered into "to carry, in Stages, the great Southern Mail from the termini of the Wilmington and Manchester Road, via Columbia, to Augusta; a mail from from Charleston to Manchester or Kingsville, daily, in a two-horse wagon; a mail from Charleston to Orangeburg, supplying the intermediate offices, in a one horse sulky, three times a week; and a mail three times a week to Savannah in steamboats."

The Courier states that the contractor with the Department was about entering into a sub contract with the Railroad Company to deliver the western and northern mail as usual, but that the Postmaster General had decided that such an arrangement was inadmissible, and ordered the contractor to convey the mails in the way contracted for.

This refusal exhibits a littleness unworthy so high a functionary, and the best thing Mr. Pierce could do would be to send him back to Pennsylvania, and supply his place with one who would not break up the mail arrangements of so large a portion of the country, to gratify a vindictive and overbearing disposition.

We see no provision is made for delivery of the mails at our office, and presume they will be brought by railroad from Columbia.

Judge Butler.

The Washington Sentinel in speaking of the re-election of Judge Butler to the Senate, says:

"We congratulate the Senate and the country on the re-election of Senator Butler. He has served his State ably and faithfully in the United States Senate. South Carolina has many noble and gifted sons, but she has none who would more ably and worthily fill a seat in that august body than Judge Butler."

DAVID CROCKETT'S FAMILY.—The Hickman, (Ky.) Argus says that the wife and daughter of the distinguished patriot and eccentric genius, Davy Crockett passed through Hickman last week, on their way to Texas, to get possession of a portion of the land donated by the State of Texas to the heirs of those who fell at the battle of the Alamo, during the struggle for independence.

It is computed by the Journal of commerce that from the 1st of January last up to the present time, fifty one American vessels of all classes have never been heard of, six only arriving at their destined ports. Their total value, is estimated at \$567,700; and as far as ascertained, were valued at \$443,650. It is supposed their crews numbered 437 souls.

Hon. W. W. Boyce.

The following remarks were made by our Representative in Congress, on 15th inst., on the bill for the relief of the children and heirs of Baron DeKalb:

Mr. Chairman, (said Mr. Boyce,) I beg leave to make a few remarks upon this occasion. I represent the district of Kershaw, upon the soil of which the battle took place in which DeKalb lost his life. I feel that I would be doing injustice to the generous sentiments of this portion of my constituents, if I were to remain silent at this time. After the very full report of the committee, and the expositions made by gentlemen who have addressed the House upon the subject, it would be a useless consumption of time for me to go into an elaborate investigation of the case. I cannot, however, refrain from alluding to one objection which has been urged against the bill. It is said that DeKalb was not a citizen of the United States, and had not given notice of his intention to become a citizen. But I do not think this objection well taken. Before he had time to do so, he fell in a desperate contest, at the head of your army, fighting for your liberty. It was a notice which he sealed with his blood, and which he illustrated with his glory. Cold must be the heart which does not receive this notice.

If this be a meritorious claim in itself, surely it could not have stronger recommendations than spontaneously force themselves upon us at the name of De Kalb, and the memory of his services. The events of the disastrous battle in which he fell are familiar to us all. The American Army were encamped near Rugely's Mills, some ten or fifteen miles north of Camden, where the British army lay, under the command of Lord Cornwallis. General Gates, flushed with his victory over Burgoyne, determined to surprise Cornwallis, and he accordingly made a night march towards Camden for that purpose. By a very singular coincidence, Cornwallis had the same purpose, and made the same movement towards Gates. The result was, that the two armies met unexpectedly, some seven miles above Camden, before day-break. A mutual pause took place, until there was light enough to see by. At daylight the British army advanced at the charge step, with fixed bayonets. Unfortunately, at this moment, the American militia, who were in the front rank, were endeavoring to change position, in pursuance of an order from General Gates. The advance of the British at this juncture disconcerted these raw troops; they became disordered; a panic seized upon them; they threw down their arms, and fled ignominiously from the field; and General Gates fled after them, as he said, to rally the fugitives. De Kalb commanded the second rank, the Continentals. What did he do? Did he follow the example of his commanding general? No; he remained firm; he disdained fly; he remained to die. He closed up the ranks of the Continentals; he refused to surrender; he fought with desperation; he held for some time the fate of the day in suspense, and at last, overwhelmed by superior numbers, though he could not conquer fortune, he sustained our honor, and learned brave men how to die for their country. He fell in the midst of the enemy, pierced with numerous wounds, and fighting to the last. If the American Army had been actuated by his resolve, instead of a day of terrible disaster, it would have been a resplendent victory.

When General Lafayette was in Camden, on his last visit to the United States, the citizens of that town, with a peculiar propriety, removed the remains of De Kalb from the battlefield where they rested, and buried them with signal respect, in a beautiful spot in the very heart of Camden, and they erected over these glorious remains a chaste monument, an evidence of their gratitude and their patriotism. I could not be insensible to a claim presented by the descendants of De Kalb without jarring upon their sensibilities. Indeed it would seem to me, if I did, I would hear a voice from the grave, crying shame, shame, shame.

THE MAILS.—A statement appears in the Washington National Intelligencer, that the great Southern mail is hereafter to be carried on the Railroad from Goldboro to Raleigh, (just finished,) and by Railroad and Stages beyond that point to Charlotte.

It has been suggested to us that Mr. Campbell is determined, if possible, to condescend to the lowest species of espionage in order to "cut" the officers of the South-Carolina Railroad, and we believe he is fully competent to the undertaking. He is but a fourth-rate Philadelphia Lawyer, and not qualified for the important office to which Mr. Pierce assigned him.

Finding that he had bungled his contract with Mr. Douglass, and that that gentleman could, without any impropriety, transport the mails by the several Railroads, (as we have been informed,) at their prices, and make money by the operation, he has attempted to forestall the contractor by serving him with an injunction which we hope and believe Mr. Douglass will not regard.

The whole affair proves conclusively that Mr. Post Master Campbell is wholly unfit for the office to which he was appointed, and is, therefore, unworthy a position in the Cabinet of President Pierce.—*Carolina Times.*

AMERICAN VOLUNTEERS FOR THE RUSSIAN SERVICE.—Mr. Roosevelt, a lawyer of New York, who sailed in the Baltic last week, en route for St. Petersburg, it is said is to be raised to a Generalship in the Russian army. Several other Americans, it is reported, went out in the Baltic to proceed to Russia. The N. Y. Sun says:

Mr. Roosevelt has been engaged for the last two months in sketching the plan and calculating the costs of a campaign—all of